(ख) क्या यह सच है कि हाल में ही उक्त खानों का कई करोड़ रुपये की लागत से आधुनिकीकरण किया गया है?

इस्पात तथा खान मंत्रालय में राज्य मंत्री (श्री रमेश बैस): (क) आई एल क्यू सतना में चूने पत्थर की अच्छी क्वालिटी न होने के कारण राउरकेला इस्पात संयंत्र द्वारा वर्ष 1996-97, 1997-98 और 1998-99 (दिसम्बर, 98 तक) क्रमशः 1.63 लाख टन, 0.68 लाख टन और 0.30 लाख टन चूना पत्थर उठाया और इस प्रकार इसमें लगातार कमी आती गई। उपरोक्त अवधि के दौरान इस खान का कुल प्रेषण भी 3.29 लाख टन से कम होकर 2.00 लाख टन और 1.12 लाख टन हुआ। तथापि, किसी कर्मचारी की छंटनी नहीं की गई। हालांकि कुछ कर्मचारियों ने स्वैच्छिक सेवा निवृत्ति ली है।

(ख) 6.35 करोड़ रुपए की लागत पर राउरकेला इस्पात संयंत्र के आधुनिकीकरण के अन्तर्गत 1995 में एक साइजिंग संयंत्र चालू किया गया था और 1.48 करोड़ रुपए की लागत से रेलवे साइडिंग का संशोधन भी किया गया था।

Defective Rails supplied by SAIL

746. SHRI VAYALAR RAVI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Ministry of Railways complained that the rails supplied by the SAIL were defective and caused accidents; and

(b) if so, the action taken for supply of defected rails to Railways?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS): (a) Steel Authority of India Limited (SAIL) has not received any complaint from Railways.

(b) Does not arise in view of (a) above.

Crisis in Steel Sector

747. SHRI VAYALAR RAVI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the steel companies in India are facing the crisis of market and production;

(b) if so, the steps takes to overcome the crisis;

(c) whether it includes any financial package, if so, the details thereof; and

(d) whether the export of steel increased and the details of steel export?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS): (a) Steel Companies in India are facing problems in marketing their products for the last 2 years mainly due to the following factors:

(i) Sluggish demand in steel consuming sectors.

(ii) Overall economic slow down in the country.

(iii) Cost escalations in input materials for steel industry.

(iv) Dumping of finished steel from CIS and other countries.

(v) Adverse condition in export market for steel.

(vi) Decrease in domestic and international prices for steel.

(b) and (c) The Government and steel producers have taken several steps to overcome the difficulties in marketing. These include:—

Orienting product-mix of suit the market requirements and adjusting production in tune with change in the market demand.

Developing and nourishing long term customers relationship by entering into MOUs/supply arrangement with the customers.

A 'Steel Exporters Forum' has been set up to help steel exporters to overcome bottlenecks in exports.

To boost the demand and consumption of steel, the Development Commissioner for Iron and Steel (DCI&S) has launched a National campaign for increasing the demand for steel, especially in non-traditional sectors, such as rural and agro based industrial sector.

To reduce input cost for steel making the special import duty on several inputs such as coking coal (ash content < 12%) non coking coal (ash content < 12%), metallurgical coke, ferro nickel and nickel oxide sinters, low silica limestone and graphite electrodes (> 28„) has recently been waived.

Anti dumping duty on Hot Rolled coils imported from Ukraine and Russia has recently been notified.

Rationalisation of Duty Entitlement Pass Book (DEPB) rates for steel exports have been carried out to boost exports.

Government has announced floor prices for import of certain finished steel items including seconds and defectives to restrict their imports at very low prices.

(d) Yes, Sir. Quantity and value of export of saleable steel during last 2 years was as under:—

Quantity in 'Million tonnes
Value in crores

	Quantity	Value
1996-97	1.92	2039
1997-98	2.20	2108

Funds for Urban Infrastructure Development

748. SHRI RAMDAS AGARWAL: Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that India's total estimated requirement for urban infrastructure development for the next ten years is Rs. 2.6 lakh crore which comes to Rs. 25,000 crore annually;

(b) if so, what amount has been identified by Government during the Ninth Plan period for urban development, water supply and sanitation indicating the funds which fall short of the actual requirement of the country; and

(c) in what manner Government propose to fill up the gap between the demand and supply of not only civic services but financial requirements during the Ninth Plan period?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATRAYA): (a) As per the India Infrastructure Report-1996 an investment to the tune of Rs. 2.6 lakh crores over 1996—2005 for urban infrastructure development will be required.

(b) Besides States/UT allocations, the ninth Plan outlay recommended for the Ministry of Urban Affairs & Employment is Rs. 11,400.22 crore which includes provision for urban development, water supply and sanitation also.

(c) The strategies envisaged in the 9th Plan to reduce the gap between the demand and supply of basic amenities include: creation of new assets, upgradation and renewal of existing assets, attaining better operational and managerial efficiency, stimulating flow of resources, decentralisation of production and distribution systems, privatisation, greater community participation, strengthening of delivery and management system, etc.

As it is not possible for either State Governments or the Central Government to contribute this magnitude of funds, institutional sources, externally aided projects, private sources and community sources would have to be explored to meet the gap between demand and supply. However, the Plan funds would be used not only for direct intervention but also as a leverage instrument to activate and sustain the funds flow from outside the Government Sector. A substantial amount is expected to be